BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) Ministry of Civil Aviation can only play the role of a facilitator on the issue of financing the airline industry by the financial institution/banks.

(c) and (d) A study on domestic short haul operations was carried out by the Committee of Experts under the chairmanship of Shri R.N. Sharma, Chairman, Hindustan Aeronautics Ltd. In its report submitted in July 1993, the Committee has projected the demand on short haul network with 50 seater and 20 seater aircraft. However, the Airlines are free to operate on any route in their commercal judgement.

Restriction on small Aircraft

2418. SHRI V. HANUMANTHA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are restricting smaller aircrafts from flying to remote and rural areas in Andhra Pradesh;

(b) if so, the details thereof;

(c) whether any step has been proposed to be taken to evolve or derive a better aviation policy; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) no, Sir.

(b) Does not arise.

(c) and (d) Salient features of the recently approved policy on domestic air transport services are annexed as Statement.

Statement

The main features of the recently approved policy framework for domestic air transport services are as follows:—

1. Barriers to entry and exit from this sector should be removed. There should only be a pre-entry scrutiny of applications to verify the financial soundness, maintenance, security and safety aspects of operations and human resources development proposed to be undertaken by the applicant.
2. Choice of the aircraft type and size should be left to the operator.
3. To eliminate non-serious entrepreneurs and to achieve economies of scale, the minimum fleet size for a scheduled operator should be raised from the existing three (3) to five (5) aricraft and the minimum amount of the shareholders funds should be enhanced from existing Rs. 5.00 crores to Rs. 10 crores for aircraft of all-up-weight below 40,000 kgs and from Rs. 10 crores to Rs. 30 crores for aircraft of all up weight exceeding 40,000 kgs.
4. Induction of total capacity in the air transport sector should be predetermined on the basis of trand growth of traffic and projections made for at least a period of five years on annual basis. This information should be widely publicised to enable the entrepreneur to take investment decisions.
5. In the distribution of this predetermined capacity for induction, while preference will be given to Indian Airlines according to its fleet augmentation plan subject to its ability to do so, to meet a share of additional capacity that would emerge each year, there would not be any pre-determined restriction on the induction of capacity by private operators.
6. The present policy of route dispersal guidelines be retained and strictly enforced. According to these guidelines, all scheduled operators are required to deploy in the North-East, Jammu & Kashmir, Andaman Nicobar Islands and Lakshadweep

10% of their capacity deployed on the specified trunk routes.

मध्य प्रदेश से देश के विभिन्न स्थानों के लिए विमान सेवा

2419. **श्री नारायण प्रसाद गुप्ता:**
श्री गोविन्दराम मिरी:

क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मध्य प्रदेश से हैदराबाद, मद्रास, त्रिवेंद्रम, बंगलौर, अहमदाबाद और कलकत्ता के लिए सीधी विमान सेवा उपलब्ध है;

(ख) यदि नहीं, तो ये सेवाएं कब तक उपलब्ध हो जायेंगी;

(ग) क्या मध्य प्रदेश में भी अंतर्राष्ट्रीय विमान सेवा का विस्तार करने से संबंधित कोई प्रावधान किया गया है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है?

नागर विमानन मंत्री तथा सूचना और प्रसारण मंत्री (श्री सी० एम० इब्राहीम): (क) जी, नहीं।

(ख) इंडियन एयरलाइन्स की फिलहाल मध्य प्रदेश से हैदराबाद, मद्रास, त्रिवेंद्रम, बंगलौर, अहमदाबाद और कलकत्ता के लिए सीधी सेवा आरंभ करने की कोई योजनाएं नहीं हैं। तथापि, दिल्ली और मुम्बई के रास्ते इन स्टेशनों के लिए मध्य प्रदेश से सुविधाजनक सम्पर्क प्रदान किये गये हैं।

(ग) जी, नहीं।

(घ) यह प्रश्न नहीं उठता।

Renovation of Kumbirgram Airport of Assam

2420. SHRI KARNENDU BHATTACHARJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the essential services/facilities to the passengers are not available at Kumbirgram Airport, Silchar in the state of Assam;

(b) if so, what steps are being taken by Government for immediate renovation/improvement of essential services and facilities of the said Airport in view of the escalation of plane fare recently; and

(c) whether Government would clarify as to which authority amongst Civil Aviation and defence would get the developmental works executed and the reasons for not settling long standing dispute between the said two authorities?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C. M. IBRAHIM): (a) No, Sir.

(b) Kumbirgram Airport is controlled by the Ministry of Defence and Airport Authority of India (AAI) maintains a civil enclave. Expansion and modification of the terminal building at an estimated cost of Rs. 3.87 crores has been taken-up and is expected to be completed by January, 1998. On commissioning, the new terminal will cater to 300 passengers at a time. Navigational aids such as Very High Frequency Omni Range, Distance Measuring of Equipment and Precision Approach Path Indicator have been installed by AAI at this airport.

(c) There is no dispute between defence and civilian authorities. While the control of the airport is with Defence authorities, developmental works relating to passenger facilitation are handled by AAI.

Air service between Delhi and State Capitals of North-East Region

2421. SHRI TARA CHARAN MAJUMDAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether some direct air service has been provided between Delhi and State Capitals of North-Eastern Region; and

(b) if so, the details thereof, and if not, the reasons therefor with steps to be taken in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMA-